VOL. IV....NO. 190.

TERMS.

THE NORTH CAROLINA STANDARD is published weekly, at three dollars per annum -payable half-yearly in advance; but it will be

necessary for those living at a distance, or out of the State, to pay an entire year in advance. A subscriber failing to give notice of his desire to discontinue at the expiration of the period for which he may have paid, will be considered as having subscribed anew, and the paper continued, at the option of the Editor, until ordered to be stopped; but no paper will be discontinued, until all arrear-

ADVERTISEMENTS, not exceeding fourteen lines, will be inserted one time for one dollar, and, twenty-five cents for each subsequent insertion; those of greater length in proportion. If the number of insertions be not marked on them, they will be continued until ordered out.

Court Advertisements and Sheriff's Sales, will be charged twenty-five per cent. higher than the

A deduction of 33 } per cent. will be made those who advertise by the year. ** Letters to the Editor must come free of postage, or they may not be attended to.

ROPOSALS for carrying the mails of the United States from the first of January, 1839, (except as hereinafter stated,) to the 30th of June, LINA, will be received at the Department until the week. 10th day of September next inclusive, to be decided by the 24th day of said month.

On routes where existing contracts have been extended to the 30th of June, 1839, the new service, unless it be of a higher degree than that now in operation, will be made to commence on the 1st of July, 1839. These cases are specially noted under their respective numbers.

NORTH CAROLINA. 2051 From Raleigh, by Rolesville, Louisburg, Union Hill, and Warrenton, to Gaston, 80 miles and back daily in four-horse post coaches.

Proposal- to carry by railroad cars will be considered. Southern mail is to be carried upon rail roads, it is expected that it will be conveyed in cars provided for the purpose, under the direction of the Department, and that agents, appointed and paid by the Department to take charge of them, will be conveyed free of charge,

whenever required. Leave Raleigh daily at 2 p m, arrive at Gaston next day by 14 a m.

Leave Gaston daily at 91 pm, arrive at Raleigh next 2052 From Raleigh, by Middle Creek, and Averysboro, to Fayetteville 60 miles and back daily in four-

Proposals are invited to carry the mail in waterproof the outside, or in a separate apartment. Also, to carry the mail at a greater speed, defining the number of

same day by 10 p m. Leave Fayetteville daily at 1 a m, arrive at Raleigh

same day by 1 p m. 2053 From Raleigh, by Eagle Rock, Wakefield, Stanhope, Nashville, and Rocky Mount, to Tarboro, 744 miles and back 3 times a week in stages.

Leave Raleigh every Monday, Wednesday, and Fri day at 2 p m, arrive at Tarboro next days by 12 m. Leave Tarboro every Monday, Wednesday, and Fri day at 11 a m, arrive at Ruleigh next days by 8 a m. 2054 From Raleigh by Holly Spring, Haywood, Long Street, and The Pocket, to Johnsonville, 64 miles

and back once a week. Leave Raleigh every Fritlay at 10 a m, arrive at Johnsonville next day by 8 p m.

Leave Johnsonville every Sunday at Raleigh next day by 1 p m-2055 From Raleign, by Moringsville, Chapel Hill Hillsboro, Mason Hall, Haw River, Albrights, and Allemance, to Greensboro 84 miles and back daily in

Proposals to run three times a week will be considered, also to run by Trollingers instead of Haw river. Leave Raleigh daily at 10 a m, arrive at Greensboro next day by 10 a m.

Leave Greensboro daily at 1 pm, arrive at Raleigh next day by 1 p m.

2056 From Raleigh, by Roger's Store, Fishdam Stagville, Red Mountain, Cameron's Mills, and Van Hook's Store, to Roxboro, return by Mount Tirza, Red Mountain, Praitsborg, and Flemings, to Raleigh, 55 miles and back once a week.

Leave Raleigh every Friday at 10 a m, arrive at Roxhoro next day by 12 m. Leave Roxboro every Thursday at 6 a m, arrive at

Raleigh next day by 9 a m. 2057 From Raleigh, by Grove, Trade's Hill, Pittsboro, St. Lawrence, Mailey's Mills, Lanesville, Ashboro. Spencer, Cotton Grove, and Potsdam, to Salisbu-

ry, 1161 miles and back twice a week in stages. Proposals to run three times a week and in four-horse post coaches will be considered. Leave Raleigh every Tuesday and Friday at 10

m, arrive at Salisbury next days by 12 night. Leave Salisbury every Tuesday and Friday at 1 a m. arrive at Raleigh next days by 1 p m. 2058 From Raleigh, by Wake Forest, Winway, Le-

may's Cross Roads, Wilton, and Pattonsville, to Ox ford, 52 miles and back twice a week in stages. Proposals to carry on horse will be considered. Leave Raleigh every Monday and Friday at 6 a m,

arrive at Oxford same days by 7 p m. Leave Oxford every Tuesday and Saturday at 6 m. arrive at Raleigh same days by 7 p m. 2059 From Raleigh, by Busbee's Store, Smithfield.

and Boone Hill, to Waynesboro, 51 miles and back three times a week in stages. Leave Raleigh every Monday, Wednesday and Fri

day at 4 a m, arrive at Waynesboro same days by Leave Waynesboro every Tuesday, Thursday and Saturday at 4 a m, arrive at Raleigh same days by 9

2060 From Favetteville, by Davis Spring, Randalls. ville, Montpelier. Laurel Hill, and Brightsville, to Cheraw, 68 miles and back daily in four-horse post coaches. Proposals are also invited to carry the mail in waterproof carriages, constructed for the purpose under the

direction of the Department, with only three passenrs on the ontside or in a separate apartment; also, carry the mail at a greater speed, defining the numof miles which the bidder proposes to make in hour of running time.

ave Fayetteville daily at 12 night, arrive at Cheext day, in 13 hours, by 1 p m. we Cheraw daily at 11 a m, arrive at Fayette-

me day by 12 night. From Fayetteville, by St. Pauls, Lumberton, sville, to Marion C. H. 79 miles and back daily

als to run three times a week in stages or

H. same day by 9 pm. Leave Marion C. H. daily at 8 a m, arrive at Fayetteville same day by 12 night.

2062 From Fayetteville, by Cox's Store and Falling Creek, to Waynesboro, 63 miles and back twice a week. Proposals to run three times a week in stages will be

Leave Fayetteville every Sunday and Thursday at 6 a m, arrive at Waynesboro next days by 2 p m. Leave Waynesboro every Tuesday and Saturday at 6 a m, arrive at Favetteville next days by 2 p m.

2063 From Fayetteville by Johnsonville, Caranach Carthage, Caledonia, Sugg's Bridge, Lassiters, and Healing Spring, to Salisbury, 105 miles and back twice a week in stages.

Proposals to carry on horseback are invited. Leave Fayetteville every Monday and Thursday at

6 a m, arrive at Salisbory next days by 8 p m. Stantonburg next day by 5 p m. Leave Salisbury every Wednesday and Saturday at 6 a m, arrive at Fayetteville next days by 8 p m. Service is to commence on the 1st July, 1839. 2061 From Fayetteville by Argyle to Solemn Grove, Hookerstown same day by 12 m.

New Gilead, Clark's Mills, and Butler's Mills, to Law renceville, 72 miles and back once a week. Leave Fayetteville every Friday at 6 a m, arrive

Lawrenceville next day by 5 pm. Leave Lawrenceville every Wednesday arrive at Fayetteville next day by 5 p m. 2065 From Fayetteville by Prospect Hall, Elizabeth town, Westbrook and Robinson's, to Wilmington, 86 miles and back three times a week in stages.

Proposals to carry on horse will be considered. Leave Fayetteville every Tuesday, Thursday, and Saturday at 1 a m, arrive at Wilmington same days by

Leave Wilmington every Monday, Wednesday, and Friday at 1 a m, arrive at Fayetteville same days by 2066 From Fayetteville, Gravelly Hill, Pleasant Dis-

trict, and Long Creek, to Wilmington, 73 miles and back once a week Leave Payetteville every Friday at 6 a m, arrive at Wilmington next day by 5 p m.

Leave Wilmington every Sunday at 6 a m, arrive at Fayetteville next day by 5 p m.
2067 From Fayetteville by Clinton to Duplin Old

Friday at 5 a m, arrive at Duplin Old C. H. same days sidered Leave Duplin Old C. H. every, Tuesday, Thursday, and Saturday at 6 a m, arrive at Fayetteville same

days by 8 p. m. 2068 From Lumberton by Philadelphia, Bolivar, Cowper Hill, Stewartsville, Queensdale, and Alfords-1843, on the following routes in NORTH CARO- ville, to Lumberton, equal to 37 miles and back once a Leave Lumberton every F.iday at 6 a m, arrive at

Stewartsville next day by 9 a m, and return to Lumberton same day by 8 pm. 2069 From Elizabethtown by Big Swamp, Porter's Swamp, Pair Bluff, Gum Stum , White March, Whiteville, and Western Prong, to Etizabethtown, equal to ern mail is to be carried upon rail roads, it is expected 47 miles and back once a week.

Leave Elizabethtown every Friday at 6 a m, arrive at Fair Bluff same day by 8 p. m. Leave Fair Bluff every Saturday at 6 a m, arrive at El zabethtown next day by 2 p m.

Service is to commence on the 1st July, 1839. 2070 From Wilmington by South Washington, Duplin Old C. H. Waynesboro, Stantonburg, Oak Grove, N. B. On all routes where the great Eastern and and Pitts Cross Roads, to Tarboro, 140 miles and back three times a week in four horse post coaches. Proposals to run daily, with the view of carrying the

great Southern and Eastern mail, will be considered; also for railroad transportation. Proposals are also invited to carry the great Eastern and Southern mails daily in water-proof carriages, constructed for the purpose under the direction of the Department, with only three passengers on the outside or in a separate apartment; also, to carry said mail at a greater speed, defining the number of miles which the bidder proposes to make in each hour of running time.

Leave Wilmington every Monday, Wednesday and carriages constructed for the purpose, under the directed at 11 a m, arrive at Wilmington next days by 12

N. B. On routes where the great Eastern and South era mail is to be carried upon railroads, it is expected miles which the bidder proposes to make in each hour that it will be conveyed in cars provided for the purpose under the direction of the Department, and that Leave Ra'eigh daily at 10 a m, arrive at Fayetteville agents appointed and paid by the Department to take field same day by 5 p m. charge of them, will be conveyed free of charge when ever required.

2071 From Wilmington to Charleston, S. C. 165 miles and back three times a week in steam boats. Proposals to run daily, with the view of carrying the great southern and eastern mail, will be considered. Leave Wilmington every Sunday, Wednesday and Friday at 1 a m, arrive at Charleston same days by 6 pm. Leave Charleston every Tuesday, Thursday and Sat-

urday at 7 a m, arrive at Wilmington same days by 12 2072 From Wilmington to Smithville, 29 miles and back twice a week, Leave Wilmington every Sunday, and Wednesday

t 6 a m. arrive at Smithville same days by 2 p m. Leave Smithville every Monday and Thursday at t m. arrive at Wilmington same days by 2 p m. 2073 From South Washington, by Stump Sound Fov's Store, Richland's Comfort, and Trenton, to Newbern, 77 miles and back twice a week in stages; Trent Bridge to be supplied twice a week on horse from

Trenton, 15 miles and back. Leave South Washington every Wednesday and Fri day at 2 p m, arrive at Newbern next days by 7 p m. Leave Newbern every Monday and Friday at 6 a m arrive at South Washington next days by It a m. 2074 From Clinton, by Taylor's Bridge and Lis borne, to Gravelly Hill, 27 miles and back once a week. Leave Clinton every Thursday at 11 a m, arrive at

Gravelly Hill same day by 8 p m. Leave Gravelly Hill every Wednesday at 5 a m, ar ive at Clinton same day by 2 p m. 2075 From Clinton, by Harrell's Store and Moore's

Creek, to Long Creek, 30 miles and back once a Leave Clinton every Tuesday at 11 am. arrive a

Long Creek same day by 8 p m Leave Long Creek every Monday at 7 a m, arrive t Clinton same day by & p m. Service is to commence on the 1st July, 1839.

2076 From Duplin Old C. H. by Kenansville, Halls rille, Tuckahoe, and Comfort, to Trenton, 51 miles and back once a week. Leave Duplin Old C. H. every Thursday at 6 a m

arrive at Trenton next day by 11 a m. Leave Trenton every Friday at 1 pm, arrive at Du lin Old C. H. next day by 5 pm.

2077 From Duplin Old C. H. by Kenansville and Rock Fish, 10 South Washington, 29 miles and back Leave Duplin Old C. H. every Tuesday at 12 m, ar

ive at South Washington same day by 9 pm. Leave South Washington every Wednesday at 6 n, arrive at Duplin Old C H, same day by 3 p m. 2078 From Foy's Store, by Onslow C. H. and French Mills, to Swansboro, 32 miles and back once a week Leave Foy's Store every Saturday at 7 a m, arrive

t Swansboro same day by 6 p m. Leave Swansboro every Friday at 6 a m, arrive a ov's Store same day by 5 p m. 2079 From Beaufort to Pilot town, 85 miles and back

once a week by water. Leave Beaufort every Monday at 6 a Pilot town every Wednesday by 6 pm. Leave Pilot town every Thursda; at 6 a m, arrive

t Beaufort every Saturday by 6 pm Service is to commence on the 1st July, 1839 2080 From Newbern, by Kinston and Mosely Hall, Waynesboro, 68 miles and back three times a week

Leave Newbern every Monday, Wednesday, and Friday at 3 a m, arrive at Waynesboro same days by Leave Waynesboro every Tuesday, Thursday, and

2081 From Newbern, by Cravenville, to Beaufort 43 miles and back three times a week in stages. Leave Newbern every Sunday, Wednesday and Fri

day at 7 a m, arrive at Beaufort same days by 5 p m. urday at 7 a m, arrive at Newbern same days by 5 p m. Norfolk, 66 miles and back once a week. 2082 From Newbern to James Riggs, 25 mi

back once a week. Leave Newbern every Friday at 8 a m, arrive at Riggs same day by 4 pm Leave Riggsevery Saturday at 6 am, arrive at Newbern same day by 2 p m.

2083 From Kinston to Elm Grove, 9 miles and back once a week. Leave Kinston every Saturday at 1 p m, arrive at Elm Grove same day by 3 p m.

Leave Elm Grove every Saturday at 4 pm, arrive at Kinsion same day by 6 p m. 2084 From Stantonburg, by Speight's Bridge, Snow

Hill, Hookerstown, Kinston, Strabane, Albertsons, and Sarscia, to Kenansville, 75 miles and back once a week. Leave Stantonburg every Thursday at 6 a m, arrive at Kenansville next day by 5 p m. Leave Kenansville every Tuesday at 6 a m, arrive at

2085 From Greenville, by Johnsons and Scuffleton, to Hookerstown, 23 miles and back once a week. Leave Greenville every Thursday at 5 a m, arrive at

Leave Hookerstown every Wednesday at 1 pm, arrive at Greenville same day by 8 pm.
2086 From Washington, by Bath, Pantigo, Leechville, Germanton, Swindell, and Lake Landing, to Middletown, 95 miles and back twice a week, to Bath, 20 miles and once a week the remainder of the route.

Leave Washington every Sunday and Wednesday at 6a m, arrive at Bath same days by 12 m. Leave Bath every Sunday and Wednesday at 1 ; strive at Washington same days by 7 pm.

Leave Bath every Wednesday at 1 pm, arrive Middletown every Friday by 12 Leave Middletown every Friday at 2 pm, arrive Bath every Sunday by 12 m.

2087 From Washington to Durham Creek, 25 miles and back once a week. Leave Washington every Sunday at 8 a m, arrive at Durham Creek same day by 4 p m.

Leave Durham Creek every Monday at 5 a at Washington same day by 12 m. 2088 From Tarboro, by Mount Prospect, Enfield and Halifax, to Blakely Depot, 46 miles and back three

imes a week in four-horse post coaches. Proposals to end route at Halifax; also to run daily H. 43 miles and back three times a week in stages, with the view of carrying the great Southern and East-Leave Fayetteville every Monday, Wednesday, and ern mail; also for tailroad transportation will be con-

Proposals are also invited to carry the great Eastern and Southern mail daily in water-proof carriages constructed for the purpose under the direction of the Department, with only three passengers on the outside, or in a separate apartment. Also to carry said mail at a greater speed, defining the number of miles which the bidder proposes to make in each hour of running time. Leave Tarboro every Tuesday, Thursday and Saturday at 2 p m, arrive at Blakely Depot same days by 11

Leave Blakely Depot every Monday, Wednesday and Friday at 1 am, arrive at Tarboro same days by 10 am. N. B. On routes where the great Eastern and Souththat it will be conveyed in cars provided for the purpose under the direction of the Department, and that Level. agents, appointed and paid by the Department to take charge of them, will be conveyed free of charge when-

2089 From Tarboro, by Sparta, Faulkland, Greenville, and Pactolus, to Washington, 50 miles and back three times a week in stages.

Leave Tarboro every Monday, Wednesday and Friday at 12 m, arrive at Washington next days by 12 m Leave Washington every Monday, Wednesday and Friday at 1 p m, arrive at Tarboro next days by 1 p m. 2090 From Tarboro, by Roseneath and Scotland Neck, to Britton's Store, 30 miles and back once a week. Leave Tarboro every Friday at 5 a m, arrive at Britton's Store same day by 3 p m.

Leave Britton's Store every Saturday at 4 am, arrive at Tarboro same day by 11 pm. 2091 From Enfield, by Hilliardston and Belford, to Louisburg, 40 miles and back three times a week in

Friday at 1 a m, arrive at Tarboro next days by 1 pm. Leave Enfield every Monday, Wednesday and Friday at 8 a m, arrive at Louisburg same days by 9 pm. Leave Louisburg every Tuesday, Thursday and Sat-2092 From Enfield, by Heathsville, Brinkleyville, Hill's Bridge and Sycamore Alley to Enfield, equal to 164 miles once a week.

> Leave Enfield every Friday at 7 a m, return to En-2093 From Halifax, by Crowell's Cross Roads. Scotland Neck, Palmyra, Clark's Store, Hamilton. Williamston, and Gardner's Ridge, to Plymouth,

74 miles and back twice a week in sulkeys.

Proposals to carry in stages will be considered. Leave Halifax every Monday and Friday at 6 m. arrive at Plymouth next days by 5 p m. Leave Plymouth every Wednesday and Sunday at 6 a m, arrive at Halifax next days by 5 p m. 2094 From Windsor, by Turner's Cross Roads. Britton's Store, Rich Square, and Jackson, to Blakely Depot, 57 miles and back twice a week.

Proposals to carry in stages, and to run three times a week, will be considered Leave Windsor every Wednesday and Sunday at 7 a m, arrive at Blakely Depot next days by 1

Leave Blakely Depot every Monday and Friday at 6 a m, arrive at Windsor next days by 2 p m. 2095 From Windsor, by Mount Gold, Colerain, Bethel, Pitch Landing, and Winton, to Murfreesboro', 61 miles and back twice a week. Proposals to carry in stages will be considered

also to run by Merry Hill. Leave Windsor every Wednesday and Sunday at 5 a m, arrive at Murfreesboro' next days by 1 p

Leave Murfreesboro' every Monday and Friday at 10 a m, arrive at Windsor next days by 5.p m. 2096 From Windsor, by Merry Hill, to Edenton, 24 miles and back once a week.

Leave Windsor every Monday at 7 a m, arrive at Edenton same day by 3 p m. Leave Edenton every Tuesday at 6 a m, arrive at Windsor same day by 2 p m.

2097 From Plymouth, by Coal Spring, to umbia, 41 miles and back once a week. Leave Plymouth every Wednesday at 5 a m, ar-

rive at Columbia same day by 6 p m. Leave Columbia every Tuesday at 5 a m, arrive at Plymouth same day by 6 p m. 2098 From Edenton, by Hertford, Woodville,

Elizabeth City, New Lebanon, and Deep Creek, Va. to Norfolk, 75½ miles and back three times a week in four-horse post coaches. Leave Edenton every Tuesday, Thursday and Saturday at 4 a m, arrive at Norfolk same days by

Leave Norfolk every Monday, Wednesday and Friday at 7 a m, arrive at Edenton same days by 8

2099 From Edenton, by Plymouth, Washington. and Swift Creek Bridge, to Newbern, 90 miles and back three times a week in four-horse post coaches. Leave Edenton every Tuesday, Thursday and Saturday at 5 a m, arrive at Washington same days by 4 p m, and at Newbern same days by 11 p m. Leave Newbern every Monday, Wednesday and Friday at 5 a m, arrive at Washington same days by 12 m, and at Edenton same days by 11 p m. 2100 From Edenton, by Ballard's Bridge, Sunbury, and Middle Swamp, to Suffolk, Va. 54 miles

and back once a week. Leave Edenton every Thursday at 4 a m, arrive at Suffolk next day by 6 a m. Leave Suffolk every Tuesday at 44 p m, arrive

at Edenton next day by 9 p m. 2101 From Woodville to Durant's Neck, 12 miles and back once a week. Leave Woodville every Friday at 5 p m, arrive

it Durant's Neck same day by 8 p m. Leave Durant's Neck every Friday at 1 pm, arive at Woodville same day by 4 p m. 2102 From Elibabeth City, by Camden, Shiloah.

Indiantown, Currituck C. H. and North-West Riv-Leave Beaufort every Tuesday, Thursday and Sat- er Bridge, Hickory Ground, and Great Bridge, to Leave Elizabeth City every wednesday at 5 m, arrive at Norfolk next day by 12 m.

Leave Norfolk every Thursday at 2 p m, arrive at Elizabeth City next day by 9 p m. 2103 From Currituck C. H. by Poplar Branch, to Powell's Point, 33 miles and back once a week. Leave Currituck C. H. every Saturday at 6 a m. arrive at Powell's Point same day by 5 p m.

Leave Powell's Point every Sunday at 6 a m, arrive at Currituck C. H. same day by 5 p in.

2104 From Winton, by Gatesville, to Sunbury, 20 miles and back once a week. Leave Winton every Saturday at 5 a m, arrive at Sunbury same day by 12 m. Leave Sunbury every Saturday at 1 p in, arrive at Winton same day by 8 p m. and Saturday, 2105 From Winton, by Somerton, to Suffolk, 32 days by 6 p m.

miles and back once a week. Proposals to carry from Winton to rail-road in steam-boats two or three times a week will be con- days by 10 a m. sidered

Leave Winton every Thursday at 10 a m, arrive at Suffolk same day by 8 p m. Leave Suffolk every Friday at 3 a m, arrive at

Winton same day by 1 p m. 2106 From Winton, by Ahosky Ridge, to Rich Square, 23 miles and back once a week. Leave Winton every Friday at 12 pm, arrive at Rich Square same day by 9 p m.

rive at Winton same day by 1 p m. 2107 From Murfreesboro' to Newsom's Depot, a. 20 miles and back three times a week. Proposals to carry in stages will be considered.

and Saturday at 2 p m, arrive at Newsom's Depot blasted the bright but delusive prospects of our free same days by 6 p m. Leave Newsom's Depot every Sunday, Wednes-

same days by 9 a m. 2108 From Murfreesboro', by Martinsville, lackson, 19 miles and back once a week.

Leave Murfreesboro' every Wednesday at 10 Leave Jackson every Thursday at 6 a m, arrive ciousness in the management of their credit. If m, arrive at Jackson same day by 4 p m. it Murfreesboro' same day by 12 m.

2109 From Weldon, by Westland, to Littleton, 23 miles and back once a week. Leave Weldon every Wednesday at 6 a m. ive at Littleton same day by 2 p m.

at Weldon same day by 2 p m. 2110 From Warrenton, by Exchange, Williamsboro', Asylum, Oxford, Arcadia, Roxboro', Williamsville, Leesburg, Red House, and Milton, to And none but a real Webb-Whig-Webster-Fedea week by Williamsville, 92 miles, three times a

week in stages. Proposals to carry in four-horse post coaches will be considered, also to commence the route at Chalk result of impropriety in the management of the in-

and Friday at 6 a m, arrive at Danville next days Leave Danville every Monday, Wednesday and

2111 From Louisburg, by Macon and Haysville, and Linbank, to Oxford, 27 miles and back once a

Leave Louisburg every Thursday at 7 a. m. arive at Oxford same day by 4 p. m. Leave Oxford every Friday at 6 a m. arrive at Louisburg same day by 3 p m. 2112 From Louisburg by Reubentown to Ran-

om's Bridge, 21 miles and back once a week. rive at Ransom's Bridge same day by 12 m. Leave Ransom's Bridge every Saturday at 1 p. m. arrive at Louisburg same day by 8 p. m. 2113 From Louisburg, by Macon, Lemays's X

Roads, Walton, Tallyho, Buffalo Hill, Red Moun tain and Turner's Store, and back once a week. Leave Louisburg every Tuesday at 7 a. m.,

rive at Hillsboro' next day by 12 m. Leave Hillsboro' every Wednesday at 1 arrive at Louisburg next day by 6 p. m. Service is to commence on the first of July, 1839. 2114 From Oxford, by Oakhill, Young's Cross

Roads and Brownsville to Clarksville, 35 miles and back once a week. Leave Oxford every Friday at 5 a. m. arrive at rowed from private citizens, an amount equal to all Clarksville same day by 6 p. m. Leave Clarksville every Thursday at 5 a. m. ar-rive at Oxford same day by 6 p. m.

2115 From Oxford, by Waterloo and Bullock's. to Clarksville, 26 miles and back once a week. Leave Oxford every Friday at 7 a. m. arrive at Clarksville same day by 3 p. m. Leave Clarksville every Thurday at 7 a. m. ar rive at Oxford same day by 3 p. m.

Stagville, to Hillsboro', 40 miles and back once a just where he commenced, as it relates to proper-Leave Oxford every Saturday at 6 a. m. arrive

at Hillsboro same day by 6 p. m. Leave Hillsboro' every Friday at 6 a. m. arrive at Oxford same day by 6 p. m. 2117 From Hillsboro' by Cedar Grove, Prospect Hill, Gordonton, and McMurray's Store, to Leesburg, 26 miles and back once a week.

Leave Hillsboro' every Tuesday at 7 rive at Leesburg same day by 3 p. m. Leave Leesburg every Wednesday at 6 arrive at Hillsboro' same day by 2 p. m. 2118 From Mason Hall, by Scottsville, Pleasant Grove, Anderson's Store, High Tower, and Hud-

son, to Leesburg, 39 miles and back once a week. Leave Mason Hall every Saturday at 6 a. m. arrive at Leesburg same day by 5 p. m. Leave Leesburg every Sunday at 6 a at Mason Hall same day by 5 p. m. 2119 From Mason Hall, by Scottsville, Faw-

cett's Store, and Mooresville, to High Rock, 29 miles and back once a week. Leave Mason Hall every Saturday at 7 a. m. arrive at High Rock same day by 5 p. m. Leave High Rock every Sunday at 7 a. m. arrive at Mason Hall same day by 5 p. m.

2120 From Greensboro', by Reedy Fork, Ramsboro', High Rock, Lenox Castle, Slades, Brown's Store, and Caswell C. H. to Milton, 52 miles and of their industry by the base delusion of false promback three times a week in four horse post coaches. Proposals are also invited to run with stages.

Leave Greensboro' every Monday, Wednesday,

and Friday at 1 p. m. arrive at Milton every Tuesday, Thursday, and Sunday by 8 a. m. Saturday, at 3 p. m. arrive at Greensboro' next days by 10 a. m.

2121 From Greensboro, by Jamestown, Brummell's, Rich Fork, Lexington, Salisbury, Concord, Harrisburg, Charlotte, White Hall, and Ranaleburg, to Yorkville, S. C. 123 miles three times a week in four-horse post conches.

Proposals to run daily as far as Salisbury will be considered; proposals are also invited to run with Leave Greensboro every Sunday, Wednesday,

Tuesday, Thursday, and Saturday by 12 night. Leave Yorkville every Monday, Wednesday, and Friday at 11 p m, arrive at Greensboro every Wednesday, Friday, and Monday by 12 m. 2122 From Greensboro, by Shaw's Mills, Clapp's, Holt's Store, Hartshorn, Rock Creek, Snow Camp, Sandy Grove, Mudlick, Hickory Mountain, Cane Creek, Hadley's Mills, and Rock Rest, to Pittsboro,

66 miles and back once a week. arrive at Pitsboro next day by 8 p m. Leave Pittsboro every Saturday at 6 a m, arrive at Greensboro next day by 5 p m.

and New Salem, to Ashboro, 29 miles and back are about 21 per cent. on the interest of the trans- suffering, by feeling the iron rod of a vile and soronce a week. rive at Ashboro same day by 8 p m.

Leave Ashboro every Saturday at 6 a m. arrive at Greensboro same day by 3 p m. at Greensboro same day by 3 p m.

2124 From Greensboro, by Hillsdale, Mount debtor actually receives but \$984 621, because the rights, privileges and power, as to having any voice interest is at once deducted for 90 days, which is in the government, will be filched from them, and to Danville, 511 miles and back 3 times a week in stages.

Proposals to carry on horse, and twice a week, will be considered. Leave Greenshore every Tuesday, Thursday, Leave Danville every Tuesday, Thursday, and Saturday, at 91 p m, arrive at Greensboro next

(Continued on fourth page.)

COMMUNICATION.

Mr. Editor :- I believe there has never, sinc

the foundation of our Government, been agitated a

FOR THE NORTH CAROLINA STANDARD. Banks, Banking, &c.

subject, in which every individual was more inter-Leave Rich Square every Saturday at 6 a m, ar- ested, than the one now disturbing the peace and harmony of these United States-I mean Banks and their influence on society. We see almost every individual in the community endeavoring to learn Leave Murfreesboro' every Tuesday, Thursday the cause of the great tornado, that has at once and once happy country. We see some of our felday and Friday at 5 a m, arrive at Murfreesboro' low citizens, but a few months since, apparently, basking in the sunshine of prosperity, now reduced to low and humiliating circumstances. Why this sudden change? Why, or from what cause this reverse of fortune? The true answer is, injudithey have been speculating without any real capital; if all has been performed on credit; and they fail in their anticipations, who is to blame? None but themselves. But you will hear many charge Leave Littleton every Thursday at 6 a m, arrive all on the past or present administration. How unjust, how unreasonable is this censure; there is not even the slightest foundation on which it can rest. Danville, Va. twice a week by Leesburg, and once ralist, can have the assurance to say the administration is responsible; for every man knows, (aside from accidents) that bankruptey is the legitimate dividual; and no man who prefers truth to false Leave Warrenton every Monday, Wednesday representation, will say otherwise. Let us explain how this breaking up generally commences and ends. A man without capital commences specula-Friday at 6 a m, arrive at Warrenton next days by ting, of course he must borrow, and if he borrow mere credit so much the worse; he purchases, nine times out of ten, more than he pays for at the time; creating two sets of creditors. If the creditors from purchase become troublesome, he borrows the credit of the Banks; thus keeping up the appearance of glows with fervid love for American liberty, as wealth and prosperity, based on nothing. Thus we see him going on for a few short years, spending, in extravagance of show, all his profits. Now Leave Louisburg every Saturday at 5 a. m. ar- you will find him discounting freely at Banks, that are in no better condition to discharge their obligations than the borrower. Yet he must give security. He applies to his honest industrious neighbor, merely for his name to enable him to sustain his judicious legislation, subvert the liberties of our credit; and still further to impose on his honest and unsuspecting friends. Here the facilities of Banks keep alive for awhile the insolvent speculator, enable him to impose on these very men who have pledged the proceeds of years of labor and toil, for the redemption of the promises of this insolvent .-You will also find this man, not to have confined his loans to privileged corporations; but has borhe possesses. Thus a few years are spent, until accumulated promises return for something more substantial. He pleads for indulgence, gives a new obligation, increased in amount, and puts off the evil day; but confidence is blasted, his credit at an end; the officers save him the trouble of further sale; he is gone by the board—he is broke up or 2116 From Oxford, by Tallyho, Dutchville, and down as you please to call it; and he himself is ty; he began with nothing, and ends with the same.

Where is there an individual, so lost to every sense of justice, as to charge this failure on the conduct of any administration? Such a charge must originate in corruption, and be propagated from the love of misrepresentation. The fault lies in the individual, and every unprejudiced mind will come to that conclusion. Though this man may have deceived many, he is amenable to the laws of the country, and his property can be applied to the discharge of his obligations.

Having explained in a simple manner, the cause of bankruptcy in an individual, and attached the blame to the proper source, let us now examine a source more corrupt, more insiduous in its operations, more deleterious in its effects on the peace of society-all done under color of law-I mean the present mode of Banking, as practiced in our country, and so strenuously upheld by the Webb-Whig-Federalists of the day. These sources of unjust and iniquitous extortion on an unsuspecting community, who have been robbed by them of the fruits ises, deserve a fate more humiliating than the prisociety; the poorest mendicant is affected by their operation. It is from this all prevailing power over Leave Milton every Tuesday, Thursday, and the very sustenance of the laborer, that these soulless corporations exert so powerful a force, in con-

trolling the suffrages of the community.

The prosperity of the laborer is now at the mer-

cy of a few President and Directors of this moneyed aristocracy, and they are determined to force from the productive classes of society, their rights, privileges, and liberty. To show the anti-republitendency towards the worst form of all Governand Friday at 11 a m, arrive at Yorkville every ments, a moneyed aristocracy, we will suppose that 200 men have actually invested in Bank capital \$ 333,333 4. These men are allowed by law to issue paper to the amount of \$1,000,000, and to tion of the liberties of the common people, if we draw interest on \$ 666,666 }; which is not even continue to uphold in this present form the Bankthe representative of value. They collect the in- ing system as practiced in our country? If the terest in advance every 90 days. Now the interest people now tamely surrender up their authority, to on the sum issued, is annually about \$63,777 .- the demand of these sordid and tyrannical institu-Leave Greensboro every Thursday at 11 a m, Add to this, the commission on loans or bills of ex- tions, we shall too soon see an aristocratic form change exacted, not by legal right, but by arbitrary of Government, established on the ruins of a free rules, made by the Presidents and Directors of and independent democracy. We shall then no 2123 From Greensborn, by Calhoun Centre, these institutions. These commissions, I believe, only see, but we shall be brought to our senses by action; that is 37½ cents on every \$ 1,000; this 4 did, depreciated paper moneyed aristocracy. And Leave Greensboro every Friday at 11 a m, ar times repeated in one year, amounts to \$150 on what may the productive classes expect, under every \$1,000. In order that all may comprehend such government? to be "hewers of wood and my idea, suppose a bond be laid in for \$ 1,000, the drawers of water," and nothing else. All their \$15, and a commission is now paid of 21 per cent. submission alone will be their privilege. The proon this interest for 90 days, making \$ 15 374 actu- ple have been deceived, most fatally deceived, in ally paid for the use of \$984 621 for three months the operation of the banking system. All have -this commission, on \$1,000,000, amounts in one more or less contributed to their establishment, and Saturday, at 6 a m, arrive at Danville same year to \$ 1.500, making a clear interest to the stock- never suspecting from them an attempt at the holders of about \$66,000 on \$ 333,333 of real pro- usurpation of the political power of the country.perty; which is nearly 20 per cent. simple interest. But no sooner were they in full operation, than they Let us now take the same number of individuals, began to operate on the source from which they unconnected with the Banks, and see the difference derived their power, and our legislative halls, both

is the amount of income on the same sum of real value: Now 200 men having \$ 333,333 are allowed to receive only 6 per cent. interest, annually; the least infraction of this law, is made an usurious action, and the individual is liable to pay heavy damage-\$ 333,3331 at simple interest, at 6 per cent. yields an income of \$20,000. Behold the difference! And this difference actually made by law. A legal difference then in favor of monopolies, of the enormous sum of \$46,000 on every \$333,3331 of real property used in loans. Is here no exclusive privileges; is here any equality of rights; no man can declare in the affirmative, and pay any regard to truth. It is as evident as the sun at noon, in a clear day. Is it not a clear, plain and flagrant violation of the equality of rights; can any law be enacted, and not at once receive a just condemnation from the people, better calculated in the end to submonopolies. As said the Hon. Senator from South Carolina, you may just as well change the weights and measures in favour of a few individuals, joining together, not for the interest of the community, but for their own exclusive benefit. Would it be any more unjust to say, by law, to an association of men, you may for every yard of cloth you sell, charge and receive pay for three, and do the same in all your decling as a corporate body.

If a legislature has a right to say to one man or many men combined, you may receive interest on 300 dollars for every hundred dollars he or they may have, they have the right to say so on all commodities in which men may deal; the result to the excluded portion of society would be no more unjust in the one than in the other case. Would not the whole community revolt and very justly too, at any law making such inequality in the value of the same amount of property. No man who wishes well to the whole community or whose heart handed down to us by a Washington or a Jefferson, can for a moment support such institutions. These exclusive privileges, these moneyed monopolies, are entirely aristocratic in their nature, injust, unequal and injurious to the productive portion of the community, and will, in the end, if not controlled and brought within their legitimate sphere of action, by country. Let the agricultural portion of the community ask themselves but this simple question, who pays the enormous amount of interest, received by the whig federal banks? Does not the houest industrious laborer, who alone adds wealth to the community, pay it? Whether he sees a Bank or not, or whether he ever deals with a Bank or no. he cannot avoid contributing his portion to the discharge of this interest. Banks add no wealth to any country, indeed I think they may be said to impoverish it; labor alone, both agricultural and mechanical are the great sources of wealth, and from no other source can it be derived. Then every laboring man is made, forced, to pay tribute, to these institutions, contrary to all just law, and against his will; and not for the support of that which yields him any advantage, but the contrary.

What is the result of this inequality of arbitrary

legislation; is it not taking from one man or set of men the proceeds of his or their labor, without compensation; as Daniel Webster once most truly said, 'it is fertilizing the rich man's field by the sweat of the poor min's brow." What do we now see in our country, and what does an impartial view, present to the mind, not wilfully closed against self evident facts? Are not these moneyed institutions (conceived and brought forth in toryism,) using their power for the sole and express purpose of forcing, by pecuniary embarrassment, the people to acknowledge them the supreme rulers and the dispensers of all that is good and commendable? Have they not trampled the laws under foot; violated the most solemn obligations to the community, from whom they received their existence? They have rose superior to all law, and now peremtorily, demand of the people to submit, without a murmur, & bow down before the superior virtue, honesty, and patriotism, of an aristocratic moneyed oligarchy .-Is there nothing here that should rouse the true patriot to exertion, and incur the virtuous indignation of an insulted community? Will the people uphold a power, that is above the constituted auvate insolvent; because they affect every grade of thorities of the country, usurping the rights, privileges, and authority of those who animated and sustain them. It has been said, by one who is considered by common consent to be the father of his country, "that all combinations or associations in whatever form they may exist, assuming or exercising power, in opposition to, or independent of, the constituted authorities, was dangerous to liberty. Whether, such irregular, irresponsible and independent power exists in the form of corporations, in a military force, or in factious combinations, or can nature of these institutions, and their inevitable in any other form, it is equally inconsistent with and dangerous to all regular government, and dan-

> If this be true, and no American will dispute it, what may we expect but a prostration, and usurpa-